

Town Talk

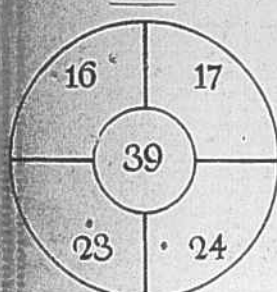
MOVING PICTURE EUNNIES.



Cut out the picture on the front page. Then carefully fold dotted line 1 to its entire length. Then fold line 2, and so on. Fold each section underneath accurately. When completed turn over and you'll find a surprising result. Save the picture.

RADIO PROGRAM

Program Tonight.
7 p. m.—News. Weekly fashion talk of interest to women prepared by the Joseph Horne Co., Pittsburgh. Pa. United States Sem-weekly public health bulletin.
7:30 p. m.—Bedtime story for the children.
8 p. m.—Special addresses by prominent business men.
8:30 p. m.—Concert by the Lyric Quartet of Pittsburgh.
Program Tomorrow.
7 p. m.—News. Tri-weekly letter from Farm & Home. Weekly summary of the iron and steel industries, prepared by the Iron Age.
7:30 p. m.—Bedtime story for the children.
8 p. m.—"Seeing With the Eyes of Youth," by Dr. A. Goldstein, Pitt Optical Co., Pittsburgh, Pa.
8:30 p. m.—Concert by Mrs. George Hoffman of Ambridge, Pa. Organist, Mrs. Halldau Lee, accompanist; Robert Steel, baritone; Asa Steel, pianist with piano accompaniment by KDKA Orchestra.



A man was throwing darts at a target numbered as shown above. Some one asked him to hit the target, so that the total of his throws would be exactly 100. How many throws did he make and what numbers did he strike?
Yesterday's answer:
A DEN I CAN DOCK.
Fill in the above words with the letter M, five times as shown below, and you will have the completed sentence:
MAD MEN MIMIC AND MOCK.

WEATHER
West Virginia—Fair and continued cold.
Local Readings.
Creed, Bolyard, Ob.
Temperature at 8 a. m. today, 33.
Weather yesterday, cloudy; temperature, maximum, 42; minimum, 33; precipitation, trace.

Alexander Talks—Addressing the Clarksburg Chamber of Commerce at noon yesterday, Capt. George M. Alexander, president of the M. P. & R. Co., admitted that the "one man" cars being used in Clarksburg and one or two other places on the company lines were not a success so far. He would not admit, however, under question that the use of these cars would not be extended. He did state, however, that if more of such cars were put in service they would be of a larger type. He also sought exoneration for his company from payment of a part of the cost for certain street improvements in Clarksburg.

At Cook Hospital—Mrs. Ernest Hick of rural route No. 2, underwent a minor operation at Cook Hospital last night. Edith Kline, wife of John Kline, and Maggie Kline, wife of John Hanes, both of Monongah, underwent operations at the hospital last night.

Many Hear Cuba Concert—A story in The West Virginian yesterday that a record had been established here in receiving a radio program from Havana.

LATE WANT ADS.
GARAGE SPACE FOR ONE CAR. Call 612 Walnut avenue or phone 11567.
THREE VACANT ROOMS ON CHIEF STREET. Call J. T. Hall, 405 Quarry avenue.
ONE FORTY FOOT LOT ON OGDEN AVENUE. Inquire 118 High street. Phone 1295-R. 6012A
YOUNG active man for lunch counter. Call at "Fairmont Restaurant" 314 Water street. Phone 1259.
TWO FURNISHED rooms for light housekeeping, every convenience. 411 Guffey street. Phone 557-R. 6015 A

Cuba, brought forth numerous protests, many radio fans claiming that they have been hearing the Havana program regularly for weeks.

Discuss Rates—Several members of the traffic committee of the Monongahela Valley Association held a meeting at the Chamber of Commerce this morning regarding evidence that will be submitted at a hearing before the Interstate Commerce Commission in the near future on short haul coal rates. Those present were: G. D. Theelen, Clarksburg; B. S. Dowdell, Elkins; Ira Atkins and W. D. Kirk of this city.

LAST LAKE COAL SHIPPED MONDAY

(Continued from Page One)
to be picked up in Ohio, Indiana and Michigan, which will help some but it is a question whether it is of sufficient volume to buoy up the market for any indefinite period.
Eastern coal movement off the various divisions yesterday was as follows: B. and O.—Monongah, 730 cars; Charleston, 50 cars; Connellsville, 51 cars; Cumberland, 103 cars; M. and K., 25 cars; M. and W., 62 cars; W. M.—Wyatt-Bingham and Helen's, 239 cars; Belington and Weaver, 64 cars.
Western loading yesterday consisted of 339 cars off the Monongah Division, 45 cars off the Charleston Division and 29 cars off the Belington and Weaver branch of the Western Maryland.

Personal Mention.
Howard W. Showalter, president of the Diamond Coal Co., returned last evening from Kansas City, where his father is seriously ill.
Ralph Courtney of the Robinson Coal Co. left last evening for Washington, D. C., presumably to appear before the Interstate Commerce Commission on the assigned car case.

Wagon Tonnage.
One car of coal was loaded off the Cumberland Division and one car off the M. & K. yesterday.

Impeachment of Attorney General Being Considered

WASHINGTON, Nov. 21.—Plans to support the resolution introduced by Representative Keller, Minnesota, for impeachment of Attorney General Daugherty were under consideration here today by the executive council of the American Federation of Labor. It was said the discussions probably would continue for several days and that definite arrangement would be made at hearings to enable the workings of the judiciary committee.

REAL ESTATE TRANSFERS.

The following real estate transfers have been filed in the office of County Clerk Lee N. Satterfield for recording:

Minor Fisher and wife to J. H. Ballah and A. M. Wildman, a parcel of land in Paw Paw District. Consideration \$1,700.

Hugh McDonald and wife to Frederick B. Burt and others, a parcel of land in Grant District. Consideration \$100.

Eva J. Hamilton and Hugh A. Hamilton, her husband, to A. E. Jackson and Emma L. Jackson, his wife, a parcel of land in the Fay J. Watson addition, Fairmont. Consideration \$1 etc.

Eva J. Hamilton and others to A. E. Jackson and wife, a parcel of land in the Fay J. Watson addition, Fairmont. Consideration \$1 etc.

H. D. McTavis and wife to Hannah C. Brown, lot No. 14 in the Poundstone Acres Addition, Farmington. Consideration \$63.

Clarence D. Robinson to A. J. Snyder, lots Nos. 22, 23 and 24 in Fox Addition, Farmington. Consideration \$450.

U. S. Vanzant and wife to Reason Fox, a parcel of land in the North View addition, Farmington. Consideration \$1.

Frank Haight and wife to Reason Fox, a parcel of land in Mannington. Consideration \$300.

William E. McCord to Reason Fox, three-ninths of a divided one-half interest in a parcel of land in Fairmont District. Consideration \$520.

William E. McCord and others to Reason Fox, a parcel of real estate in Fairmont District. Consideration \$3,175.

A. L. Peters and wife to Katherine Pollock, a parcel of land on Prickett's Creek. Consideration \$400.

W. W. Carpenter to F. V. Carpenter, a parcel of land in the Eighth Ward, city. Consideration \$200.

W. A. Griffith to Charles E. Ansel, a parcel of land in the River-view Addition to Fairmont. Consideration \$3,350.

J. D. Furbee, wife and others to Jasper Furbee, a parcel of land on Pyles Fork Creek in Mannington District. Consideration \$100.

J. D. Furbee, wife and others to George Furbee, a parcel of land in Mannington District. Consideration \$100.

J. D. Furbee, wife and others to L. D. Furbee, a parcel of land on Pyles Fork Creek, Mannington District. Consideration \$100.

J. D. Furbee, wife and others to L. D. Furbee, a parcel of land on Pyles Fork Creek, Mannington District. Consideration \$100.

MESSAGES PICKED UP BY VESSEL 845 MILES OFF COAST

Steamship China Due West of San Francisco Hears Radio-gram From Fairmont.

Radio station SSP, owned and operated by Edward C. Jones, Jr., and Albert G. Kinsner, qualified successfully in the preliminary tests which were held recently by the American Radio Relay League for the transatlantic tests which will be held in December or January, and now Mr. Jones reports that the station recently received a card from the steamship China, saying that messages had been picked up by the ship, 845 miles due west off San Francisco, during the tests. This is the best record the station has made thus far.

The tests were to determine the station which will represent the United States in an international series of tests which will be held within the next month or two and at that time picked stations in Scotland, England, France and Holland will listen for the American entries, and the American stations in turn will try to hear them.

The American Radio Relay League is an organization of amateurs, which maintains relay routes all over the country by which messages may be sent anywhere, without charge. Through its stations a message may be sent from Porto Rico in the Atlantic to Hawaii, 2200 miles west of the Pacific Coast.

In the tests at least one transmitting record of 1200 miles airline was required and in this way all but the most efficient transatlantic communication by amateurs with restricted power and wave length, will be determined.

The local station has been heard in forty-five of the forty-eight states and in most of the provinces of Costa Rica and in Central America.

Although the station is one of the highest powered amateur relay stations in the country it is remarkable that the output in these tests is just equivalent to the current consumption by an ordinary electric light.

W. R. Molinari of San Francisco, Radio 6AWT, intercepted the signal from the Jones-Kinsner station during the tests and this is a distance of 2260 miles airline and is about as distant a point westward as is possible to reach on the American continent.

O. P. Ballard of Los Angeles, Radio 6RR, a distance of 2160 miles, reported the signals as loud. Radio station 6AK of Walnut Grove, Cal., near Sacramento, reported the signals from the local station as very loud and this is a distance of 2190 miles.

G. W. Selvidge, Radio 1H, Seattle, Washington, 2150 miles airline, Radio Station 7TQ at Medford, Oregon, 2200 miles, Station 9ANT at Boulder, and 9HJ at Denver, Colorado, 1320 miles, Radio 5RIT, of San Antonio, Texas and several more all report transatlantic reception of the signals from the station.

Herman Huckle Radio 6BUD, Woodland, Cal., reported that he could hear the signals from here eighteen inches from the receiver, using a home-made receiver with only one step of audio-frequency amplification. This is 2195 miles away.

George Sturley, Radio 7PJ, of Vancouver, Wash., which is 2210 miles distant, successfully copied the signals during the tests.

Luis Rexach of San Juan, Porto Rico, reported SSP's signals as loud in the historic tropical island, 1525 airline miles away.

PRESIDENT MAKES ADDRESS TO HOUSE AND SENATE TODAY

(Continued from Page One)

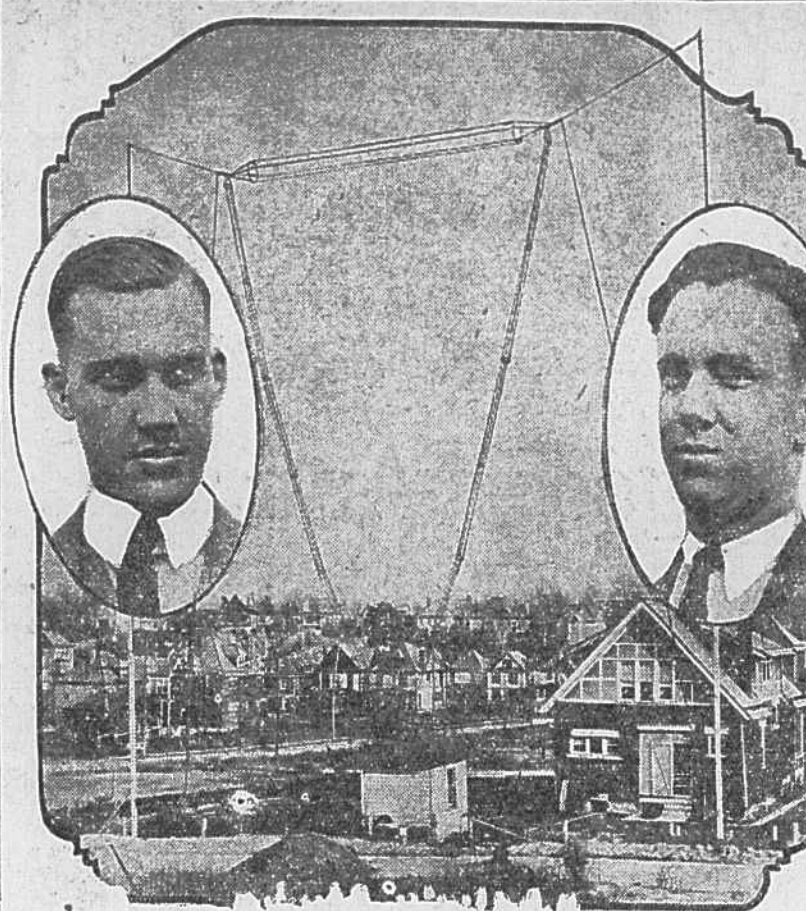
we entered the World War almost wholly dependent on our allies for transportation by sea. We expended approximately there billions, feverishly and impractically. Out of our eagerness to make up for the omissions of peace and to meet the war emergency we built and otherwise acquired the merchant fleet which the government owns today. In the simplest way I can say it, our immediate problem is not to build and support a merchant shipping, which I hold to be one of the highest and most worthy aspirations of any great people; our problem is to deal with what we now possess. Our problem is to relieve the public treasury of the drain it is already meeting.

"And the pity of it is that our present expenditure in losses is not constructive. It looks to now for attainments. It is utterly ineffective of a dependable merchant marine, where as the encouragement of private ownership and the application of individual initiative would make for a permanent creation, ready and answerable at all times to the needs of the nation."

Mr. Harding painted a gloomy picture of losses, declaring that "our fleet costing three billion is worth only a fraction of that cost today."

Three Courses Possible.
"Waiting every inspiration which lies in a constructive plan for maintaining our flag on the commercial highways, waiving the prudence in safeguarding against another \$3,000,000,000 madness if we ever again impels, we have the unavoidable task of wiping out a \$500,000,000 annual loss in operation and

New Record Established by Local Radio Station



Radio station SSP at Coleman avenue and Eighth street, operated by Edward C. Jones, Jr., (left.)

losses aggregating many hundreds of millions in worn out, sacrificed, or scrapped shipping. Then the supreme humiliation, the admission that the United States, our America, once eminent among the maritime nations of the world—is incapable of asserting itself in the peace triumphs on the seas of the world. It would seem to me doubly humiliating when we own the ships and fall in the genius and capacity to turn their power toward the markets of the world.

"This problem cannot longer be ignored. Its attempted solution cannot longer be postponed. The failure of Congress to act decisively will be no less disastrous than adverse action.

"Three courses of action are possible and the choice among them is no longer to be avoided.
"The first is constructive—enact the pending bill, under which I firmly believe an American merchant marine privately owned and operated, but serving all the people and always available to the government in any emergency, may be established and maintained.

"The second is obstructive—continue government operations and attending government losses and discourage private enterprise by government competition, under which losses are met by the public treasury and witness the continued losses and deterioration until the colossal failure ends in sheer exhaustion.

"The third is destructive—involving the sacrifice of our ship abroad or the scrapping of them at home. The surrender of them to our impotence to the world in general and our humiliation before the competing world in particular.

Appeal to Save Treasury
"I have come to urge the constructive alternative, to assert an American 'we will.' I have come to ask you to relieve the administrative branch of the government from a program upon which failure is hopelessness and staggering losses are written for every page, and let us turn to a program of assured shipping to serve us in war and to give us guaranty to our commercial independence in peace. ***

"I challenge every insinuation of favored interest and the enrichment of the special few at the expense of the public treasury. I am, first of all, appealing to save the treasury. Perhaps the unlimited bestowal of government aid might justify the apprehension of special favoring, but the pending bill, the first ever proposed which carries such a provision, automatically guards against enrichment or perpetuation of favoritism. It provides that shipping lines receiving government aid must have their actual investment and their operating expenses audited by the government that government aid will only be paid until the shipping enterprise earns 10 per cent on actual capital employed, and immediately that when more than 10 per cent earnings is reached, half of the excess earnings must be applied to the repayment of the government aid, which has been previously advanced. Thus the possible earnings are limited down to a very reasonable amount if capital is to be risked and management is to be attracted. If success attends, as we hope it will, the government outlay is returned, the inspiration of opportunity to earn remains, and American transportation by sea is established.

"Commercial emblems on the seas, ample agencies for the promotion and carrying of our foreign commerce, are of no less importance to the people of Mississippi and the Missouri valleys, the great Northwest and the Rocky Mountain states, than to the seaboard states and industrial communities building inland a thousand miles or more. It is a common cause, with its benefits commonly shared. When people fall in the national viewpoint and

I live in the confines of community selfishness or narrowness, the sun of this republic will have passed its meridian and our larger aspirations will shrivel at the approaching twilight.
"But let us momentarily put aside the aspiring and inspiring view point.

Many Advantages.
"It is my firm belief that the combined savings of operating losses and the protection of the capital account through more advantageous sales of our war built or war seized ships, because the favorable policy which the pending bill will establish will more than pay every dollar expended in government aid for twenty-five years to come. ***

"It should be kept in mind also that there are assured limitations of the government aid proposed. The direct aid, with ocean carrying maintained at our present standard, will not reach twenty millions a year, and the maximum direct aid, if our shipping is so promoted that we carry one-half our deep seas commerce, will not exceed thirty millions annually. At the very maximum of outlay we should be saving twenty millions of our present annual operating loss. If the maximum is ever reached, the establishment of our merchant marine will have been definitely recorded and the government-owned fleet fortunately liquidated. ***

"I believe in government aid becomingly bestowed. We have aided industry through our tariffs; we have aided railway transportation in land grants and loans. We have aided the construction of market roads and the improvement of inland waterways. We have aided reclamation and irrigation and the development of water power; we have loaned for seed grains in anticipation of harvests. We expend millions in investigation and experimental work, though a limited few are the direct beneficiaries. We have loaned hundreds of millions to promote the marketing of American goods. It has all been commendable and highly worth while.

"I have chosen to confine myself to the specific problem of dealing with our merchant marine because I have asked you to assemble two weeks in advance of the regularly appointed time to expedite its consideration. The executive branch of the government would feel itself remiss to contemplate failure to accomplish it if the conditions were not pressed for your decision. More I would feel myself lacking in concern for America's future, if I failed to stress the beckoning opportunity to equip the United States to assume a befitting place among the nations of the world whose commerce is inseparable from the good fortunes to which rightfully all peoples aspire."

GERMAN FARMER ANXIOUS TO TURN AMERICAN SOIL

NEW YORK, Nov. 21.—August Reuter, a farmer from Westphalia, Germany, his wife Natalia and nine children ranging from Olga, 25, down to the three-month-old Lena, are on route west today to settle down on a farm near Green Lake, Wis.

Immigration authorities passed Reuter and his family with record swiftness yesterday when they reached Ellis Island.

"We are keen to turn over this good American soil and make two blades of grass grow where there was but one," he said. "We know how to farm. I can turn a furrow as well as the next man and do everything a woman is expected to do on a farm. I would not think of taking such a flock of children to one of your 'American cities.'"

A married daughter Ida and Clara, another daughter, and Otto, a son, are on the Wisconsin farm already.

Don't forget the Red Cross!

STOCKS DECLINE IN SALES TODAY

Piggly-Wiggly Stores Drops 2 3-4 Points to New Low Record.

NEW YORK, Nov. 21.—Irregularity again featured today's relatively dull dealings in stocks, transactions being almost entirely of a professional character. Standard shares moved within narrow limits during the greater part of the session. Pool operations were conducted in a number of secondary issues in an effort to minimize the liquidation and bear pressure at other points. Sales, approximately 600,000 shares.

Philadelphia Co., Continental Can, Division Chemical, Atlantic Gulf and Public Service of New Jersey preferred also touched low price records. Consolidated Gas gave rise to a point later, but speculation became very quiet on the rebound. Call money opened a 4-1/2 per cent.

The closing was easy. Higher money and a diversion of speculative operations for the advance to ordinary inactive shares caused a renewal of liquidation and short selling in some of the market leaders during the final hour.

U. S. Steel, Baldwin, Studebaker and Corn Products all yielded substantially to selling pressure.

Allied Chemical and Dye 71 1/2
Allis-Chalmers 42 1/2
Amer. Beet Sugar 35
Amer. Can 75
Amer. Car and Foundry 180
Amer. Hide and Leather pfd. 67 1/2
Amer. International Corp. 28 1/2
Amer. Locomotive 122 1/2
Amer. Smelting and Refg. 70 1/2
Amer. Sugar 70 1/2
Amer. Sumatra Tobacco 28 1/2
Amer. T. and T. 122 1/2
Amer. tobacco 150 1/2
Amer. Woolen 84 1/2
Anaconda Copper 47 1/2
Atchafalpa 106 1/2
Atl. Gulf and W. Indies 22 1/2
Baldwin Locomotive 123 1/2
Baltimore and Ohio 45 1/2
Bothlehem Steel "B" 65 1/2
Canadian Pacific 141 1/2
Central Leather 35 1/2
Chandler Motors 65 1/2
Chesapeake and Ohio 69
Chicago, Mil. and St. Paul 25 1/2
Chicago, R. I. and Pac. 34 1/2
Chino Copper 24 1/2
Colorado Fuel and Iron 26 1/2
Corn Products 120 1/2
Crescent Steel 64 1/2
Erie 11 1/2
Famous Players-Lasky 92 1/2
General Asphalt 40 1/2
General Electric 170
General Motors 14 1/2
Goodrich Co. 31
Grand Northern pfd. 86 1/2
Illinois Central 109 1/2
Inspiration Copper 33 1/2
International Harvester 101 1/2
Int. Mer. Marine pfd. 49 1/2
International Paper 50 1/2
Inventive Oil 14 1/2
Kelly-Springfield Tire 40 1/2
Kennebec Copper 31 1/2
Louisville and Nashville 131
Mexican Petroleum 210
Miami Copper 25 1/2
Middle States Oil 11 1/2
Midvale Steel 30 1/2
Missouri Pacific 18 1/2
New York Central 83 1/2
N. Y. N. H. and Hartford 22 1/2
Norfolk and Western 115 1/2
Northern Pacific 79 1/2
Oklahoma Prod. and Ref. 2
Pacific Oil 45 1/2
Pan. American Petroleum 85
Pennsylvania 48 1/2
People's Gas 92 1/2

Pure Oil 28 1/2
Ray Consolidated Copper 13
Reading 77 1/2
Rep. Iron & Steel 49
Royal Dutch, N. Y. 58 1/2
Sears Roebuck 82 1/2
Sinclair Con. Oil 32
Southern Pacific 90 1/2
Southern Railway 22 1/2
Standard Oil of N. J. 129 1/2
Studebaker Corp. 124
Tennessee Copper 8 1/2
Texas Co. 47 1/2
Texas and Pacific 21 1/2
Tobacco Products 79 1/2
Transcontinental Oil 11 1/2
Union Pacific 141 1/2
United Retail Stores 71
U. S. Ind. Alcohol 62 1/2
United States Rubber 43 1/2
United States Steel 104 1/2
Utah Copper 61 1/2
Westinghouse Electric 68 1/2
Willis Overland 5 1/2

Chicago Produce

CHICAGO, Nov. 21.—Butter: higher; creamery extras 50 1-2; firsts 49 1-2; 4-5 1-2. Extra firsts 47 1-2; 1-2; seconds 47 3-8; standards 47 1-2.
Eggs unchanged, receipts 3,132 cases.
Poultry alive, higher; springs 18; roosters 12 1-2; turkeys 35; geese 21.

Pittsburgh Livestock

PITTSBURGH, Nov. 21.—Hogs: receipts 1,500 steady; heavies \$8.15; 25; heavy yorkers \$8.50; light yorkers and pigs \$8.50; 60; sheep and lambs receipts 300, steady sheep \$5.25; lambs \$15.10.
Calves receipts 150, lower; top \$12.

Liberty Bonds

NEW YORK, Nov. 21.—Liberty bond at 1 p. m. Liberty 3 1-2's \$100.12; first 4's \$97.88; first 4 1-4's \$98.66; second 4 1-4's \$97.90; third 4 1-4's \$98.50 fourth 4 1-4's \$98.18; Victory 4 3-4's; Victory 4 3-4's uncalled \$100.50; Victory 4 3-4's called \$100.02.

Chicago Grain

CHICAGO, Nov. 21.—Wheat prices showed weakness today during the early dealings, scattered selling proving sufficient to depress the market in the absence of any important new buying. Reports of a better supply of cars had a bearish influence and so too did lower quotations from Liverpool. Favorable weather for the Argentine harvest acted as an additional handicap to bulls. The opening, which ranged from 1/8 lower to 1/8 advance December \$1.18 to \$1.19 and May \$1.16 was followed by something of a rally.

Prospects of larger receipts gave a downward tendency to corn and oats. After opening a shade to

the lower, December, 70 1/2 @ 70 3/4, the corn market continued to bear. Oats started unchanged to 1/8 lower, December 43 1/2 and later the market underwent a moderate general set back.
Provisions were easy owing to lack of support.

OWLS GAIN MANY MEMBERS IN CITY

During the last few months a large number of people in this section have joined the Order of Owls, an organization which admits both men and women on an equal basis, with separate lodges. The organization pays sick, accident and death benefits, and also provides free physician services.
E. O. Conley, district organizer, was in Carolina yesterday and appointed Edward Trevey a deputy for that district. He has also appointed C. A. Leonard of this city to assist in the organization work in Fairmont and the surrounding territory. New deputies will be appointed from time to time as the organization grows here.
It is hoped to have a new club house and home for the Owls in this section in the near future, according to Mr. Conley.

JURORS SELECTED

The trial jurors selected to hear the evidence in the case of J. Calvin Hill vs. S. C. Moyer and C. H. Weaver today were Alburt Toothman, J. W. Jamison, Denzil E. Law, Curtis West, Lawrence Poundstone, J. J. Clellan, Leslie Hamilton, L. A. Hibbs, Jesse L. Floyd, W. W. Hayhurst, James W. Freeland, and D. L. Pennant. Russell Naum, court stenographer, was sworn in to make a transcript of the evidence in the case.
Mr. Hill, the plaintiff, in the case is suing Moyer and Weaver, the defendants, on a note given him in a coal deal made between the two parties. The plaintiff rested its case at noon and the defense was making good progress with its testimony at the afternoon session. The case will probably go to the jury late this afternoon.

EXTRADITION OPPOSED.

HARRISBURG, Pa., Nov. 21.—Hearing was held today by Deputy Attorney General Sterling G. McNeese on the application for extradition papers for return to West Virginia of Mike Tulic, alleged to have been implicated in the shooting accompanying the strike along the West Virginia-Pennsylvania line during the coal strike. Protest against the action of the governor of West Virginia was made by C. L. V. Acheson, acting for a group of miners. A decision will be given on Monday.

It Took Twelve Months to Prepare Sit Tight and WAIT!

Electrical Things For Christmas

ONE now begins to "look around" for gift articles. Electrical Things will be the choice of practical folk and will win a cordial welcome from those who receive them. In YOUR gift seeking consider the attractions—the desirability—of Electric Irons, Heaters, Coffee Urns, Toasters, Vacuum Cleaners and the dozens of other Electrical Appliances carried in this shop. THEY ARE REASONABLY PRICED.

FAIRMONT ELECTRIC SERVICE COMPANY

Electrical Headquarters
309 MONROE STREET. PHONES 1225-1226